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LIEUT. W. H. H. SOUTHERLAND,
Commanding.

THE

Cruise of the U. S. S. Eagle

DURING THE

Spanish-American War.

Press of
Patterson & White,
Philadelphia.

The Eagle was originally the yacht Almy, the property of Mr. Frederic Gallatin, of New York. She was purchased by the U. S. Government in March, 1898, and fitted out as an auxiliary gunboat with a complement of four officers and sixty men, and with a battery of four six-pounder Hotchkiss rapid-fire guns and two Colt's automatic guns. The following is a statement of the facts in connection with the work done by this small vessel during the short war between the United States and Spain.

Printed under the Auspices of the Crew.

The Eagle is 155 ft. 6 in. on the water line, 24 ft. beam, and 177 ft. 6 in. over all. Is rated 100 A 1 at Lloyds both for hull and machinery. Is built of steel, with steel deck and bulwarks, six solid steel bulkheads. Triple expansion engine 17, 28, 42, and 22 in. stroke. Boiler 12 ft. 6 in. diameter by 13 ft., working pressure 170 pounds. Built by The Harlan & Hollingsworth Co., Wilmington, Delaware.

U. S. S. EAGLE.

The Cruise of the U. S. S. Eagle.

The Eagle left the New York Navy Yard on the afternoon of April 17, 1898, and, after swinging ship for compass deviation, left Sandy Hook the following day, arriving at Key West, April 23, 1898.

The Eagle left Key West the afternoon of April 24, and that night boarded the Norwegian steamer Forjsa and the British steamer Myrtledene, both of which were allowed to proceed.

The Eagle proceeded to off Havana, Cuba, where the commanding officer reported to Rear-Admiral W. T. Sampson, U. S. N., Commanding U. S. Naval Forces on North Atlantic Station, on the forenoon of April 25, and was immediately assigned to duty with the division under the command of Commander B. H. McCalla, U. S. N.

This division, which was composed of three vessels,—the Marblehead, Nashville and Eagle,—left off Havana the same forenoon bound to

Cienfuegos, Cuba, for the purpose of intercepting the Spanish armed transports Montserrat and Alicante.

The Marblehead and Eagle ran aground on the Colorados Reefs on the morning of April 26, getting off without injury the same forenoon. A full report of this occurrence was made to the Admiral by Commander McCalla, upon consideration of which no further action was taken by the Department.

The division arrived off Cienfuegos the morning of April 29, and that forenoon the Nashville, with the two remaining vessels near by to render aid if necessary, captured the Spanish steamer Argonauta, bound from Batabano to Cienfuegos.

Immediately after this capture, the division commander directed the Eagle to proceed to off the mouth of the harbor of Cienfuegos.

A position was taken abreast of and about fifteen hundred yards away from the lighthouse on Colorados Point, and within a few minutes the Spanish torpedo gunboat Galicia and a small gunboat left the harbor and steamed out toward

the Eagle, each one, in addition to a second small gunboat within the harbor, commencing a well-directed fire, a number of their shots falling quite close to the Eagle.

This attack was immediately answered from the Eagle's six-pounders, at a range varying from four thousand to twenty-two hundred yards and to such good effect that in about fifteen minutes the enemy retired, the Galicia having been hit twice, once through her smoke pipe and once through her boiler.

Within a few minutes, one of the gunboats again appeared and, with a fort on shore, opened fire on the Eagle, which was promptly returned, this vessel in the meantime having steamed a little closer in toward the harbor entrance.

The Eagle's fire during this second attack was of short duration, as the Marblehead, which upon the firing of the first gun had started full speed to the Eagle's assistance, arrived within a few minutes and, with a well-directed fire from her splendidly handled battery, soon silenced the enemy's fire, both ashore and afloat.

The first of these attacks on the Eagle brought on the first naval engagement afloat of the war, during which engagement a small converted yacht, armed with four six-pounders and two small Colt's automatic guns, defeated and put to flight an enemy's force consisting of one torpedo gunboat and two small gunboats.

The Galicia was of superior size to the Eagle, and was armed with two 4.72-inch breech-loading rifles, four six-pounder rapid-fire guns, one machine gun, and two torpedo tubes. Information received later from near-by insurgents was to the effect that the injuries inflicted on the Galicia by the Eagle's fire were such as to require over five weeks to repair.

Commander McCalla's division left Cienfuegos, the afternoon of April 29, for Key West, the Eagle being temporarily detached north of Cape San Antonio with dispatches for the Admiral, off Havana. When near Havana it was learned that the Admiral was off Key West, at which place the Eagle arrived on the afternoon of May 3, having boarded the British barkantine Daisy en route.

The Eagle left Key West in the early morning of May 5 to join the other two ships of the division, which had left for Cienfuegos six hours previously.

During the same night overhauled and boarded the Norwegian steamer Agnes and joined the Marblehead the next morning, both vessels arriving off the harbor of Cienfuegos during the forenoon of May 7. On blockade duty off Cienfuegos until the night of May 10, during that interval boarding the British brigantine Harry Stewart and the British steamer Adula.

During the night of May 10 the Eagle, by order of Commander McCalla, parted from the division and arrived at the head of the Gulf of Cazones—at the entrance to Diego Perez channel—the following morning.

During the day a thorough search was made by this vessel, and two pulling boats, for the cable connecting Batabano with Cienfuegos, but without success. From information received from the light-ship keeper and a Cuban pilot, this

cable had not been seen for three years, and was probably buried many feet deep under the sand on the shoal. Our orders did not permit of a further search.

The same afternoon the Eagle burned the lightship at the entrance to Diego Perez channel; the keeper, who said he had received no pay from the Spanish authorities for eleven months, being taken aboard this vessel. The Eagle arrived off Piedras Cay that night and found the three lighthouse keepers at that place on the verge of starvation, they having had no communication with the authorities for five weeks, and having been without food for three days. The lighting apparatus was completely destroyed and the keepers taken on board the Eagle, which joined the division off Cienfuegos the following morning, and during that day, after supplying them with food and clothing. landed the lighthouse keepers at a point on the coast where they were free from molestation by the Spanish forces.

On blockade duty off the entrance to Cienfuegos harbor until the night of May 16. During

the afternoon of May 15 stood out and picked up a small boat containing five Cubans who were bringing a message from the senior Cuban military officer in the neighborhood of Cienfuegos.

These Cubans, who had been forty hours in an open boat, were transferred to the Marblehead.

On May 16, with four of the above-mentioned Cubans on board, this vessel proceeded to a Cuban camp located thirteen miles to the westward of Cienfuegos. After landing the four Cubans and 6000 rounds of ammunition and communicating with Colonel Rodriguez, the Cuban officer in command, the Eagle rejoined the division off Cienfuegos and that night, in obedience to orders from the Navy Department, the division, with the Saturn, Hornet and Vixen in company, left for Key West, arriving there May 19. On the passage to Key West the Eagle communicated information to the Flying Squadron, and also boarded the American barkantine Minevah.

The Eagle left Key West on May 21, in company with the Marblehead and Vixen, all bound

for Cienfuegos, and boarded the British steamer Specialist on May 23.

The division arrived off Cienfuegos on the morning of May 24, and found the Flying Squadron blockading the entrance to the port. That forenoon the Eagle accompanied the Marblehead to the Cuban camp, west of Cienfuegos, previously visited by this vessel. Arms and supplies were landed for the Cuban force and necessary information obtained, after which Commander McCalla directed the Eagle to return to the Flying Squadron at full speed and inform the commodore commanding that Cervera's fleet was not in the harbor of Cienfuegos, and that certain small vessels were the only ones in that port, which information was delivered without delay.

That evening the Flying Squadron, accompanied by the Marblehead, collier Merrimac, Eagle and Vixen, left the vicinity of Cienfuegos, the commodore commanding signaling that the squadron's destination was Santiago de Cuba. In Lat. 19-30 N., Long. 76-36 W., 25 miles to the westward of Santiago, the Eagle was directed

to proceed to Port Antonio, Jamaica, for coal at which port she arrived the following morning.

Port Antonio was left on the morning of May 28, and Key West reached on the morning of May 31. Key West was left on the morning of June 3, the Eagle carrying mail for the Nashville and dispatches for Commodore Watson, who was found on the Montgomery, west of Matanzas. The Eagle passed the two following nights on the blockade off the port of Matanzas, in company with the Amphitrite, and then, after coaling from the Lebanon off Piedras Cay, proceeded to the San Nicolas channel and kept a position between Cay Sal Bank and Cruz del Padre lighthouse to await the arrival of the 5th Army Corps.

On June 5 the British steamer Roath was boarded. At 9 P. M. of June 7 a bright white light was seen bearing N. W. by W. The Eagle was headed for it at full speed, when it immediately disappeared. After running for some time without seeing anything, the chase was abandoned. At 9.45 P. M. a similar light was

seen bearing N. by E. ½ E. Again the Eagle started in chase, and soon made the private night signal, keeping it up for not less than two minutes, during which interval the white light disappeared and a vessel's hull could be distinguished. No answer was made to the signal from this vessel. After running for five or ten minutes longer the Eagle again made the night signal for not less than two minutes, but again received no reply. Within a very short interval, however, a white light appeared from the chase —apparently a truck light—and was immediately answered by three white lights at about equal distances astern (to the westward) of the first, all then going out almost immediately. The Eagle, in the meantime, had been going toward the first light at full speed, and four vessels could now be made out, the first and third seeming of large size, the second and fourth quite small. The Eagle, now fully expecting to be attacked, headed for the third vessel in the line, intending to attempt to destroy the last one if attacked by all of them. When abreast the third vessel, and

within a distance of a mile, the last vessel of the four moved up the line toward the first one. The Eagle turned toward these vessels and ran parallel with them, within less than a mile, for over half an hour, during which time it was observed that the first and third vessels carried white stern lights and that all were going at a speed of not much over seven knots. During this interval the moon rose, and these vessels could be quite distinctly seen by all on board the Eagle. The fact that the private night signals, which must have been plainly seen, were not answered—an omission which would have been almost criminal on a U. S. man-of-war—the white signals and the white stern lights all went to prove these vessels to be possible enemies, in consequence of which the Eagle turned to the westward and hastened to Key West with this information for the benefit of the convoying fleet, speaking the collier Lebanon en route, and thus sending word to the blockading vessels off Havana. When some distance away from these vessels the lookout aloft reported one of the small

vessels in chase, but it could not be seen from deck. Shortly after the arrival of the Eagle at Key West the U. S. S. Resolute arrived and reported having been chased by four vessels a short time after the occurrence narrated above, and in the near vicinity.

Arrived at Key West the morning of June 8, and left on the afternoon of June 10 with dispatches for the commanding officer of the Indiana. Delivered the dispatches off Cay Francis on June 11, and returned to Key West on June 12.

Left Key West on the afternoon of June 14 with a convoying squadron, under the command of Captain H. C. Taylor, and proceeded to the vicinity of the Dry Tortugas, joining the army convoy on the night of the 15th, and acting as one of the convoying vessels, until all arrived off Santiago de Cuba on June 20, when the Eagle was sent with dispatches for Rear-Admiral Sampson, who was found about fifteen miles to the westward of Santiago.

On June 22, the day the army landed at Dai-

quiri, the Eagle joined the Gloucester, and from 8 A. M. to meridian kept up a fire on the fort at Aguadores. During the early afternoon a few shots were fired at some Spanish soldiers on the beach.

During the night of the 22nd the Eagle was on guard on the sea flank of the army off Daiquiri.

On June 23 the Eagle carried dispatches to the Admiral off Santiago, and from him to the senior officer present at Guantanamo. As the Eagle crossed the bow of the Marblehead in Guantanamo harbor the crew of that vessel appeared above the rail and gave three hearty cheers for the Eagle, which were returned from this ship with warmth.

On the morning of June 24, by order of Commander McCalla, the senior officer present, the Eagle relieved the Dolphin, taking position at the entrance to the channel into the mined harbor to overlook the enemies' mine field, supporting our boats which were engaged in countermining, and, by means of our searchlight, to guard against surprises from and to observe any movements of the enemy at night.

Left Guantanamo in the early afternoon of June 26, and proceeded to off Daiquiri and Santiago with dispatches for General Shafter and Rear-Admiral Sampson. In the evening carried dispatches from Rear-Admiral Sampson to General Shafter, the commanding officer, delivering them in person to the latter on the transport Segurancia off the harbor at Siboney.

Returned to Santiago the next morning with dispatches for Rear-Admiral Sampson.

The Eagle left Santiago the afternoon of June 27 and arrived off Cienfuegos the following evening, immediately communicating with Commander C. H. Davis, the senior officer present.

An officer and two privates of the Cuban army were sent on board the Eagle with directions that they should be landed the next morning off the Rio Hondo, provided certain prearranged signals were exchanged with the Cuban force on shore. The Eagle arrived off the mouth of the Rio Hondo at 6 A. M. June 29, and made the prearranged signals until 8.40 A. M., when shots were heard from shore and projectiles seen to

fall in the water short of this vessel. For several minutes no enemy could be seen, although the shots were constantly striking nearer and nearer to this vessel and in a good line. Finally a large force of cavalry was made out on a plateau back of the beach, and the Eagle opened a rapid and well-directed fire upon them. The first shot struck in the midst of the enemy and, according to information given to our people by insurgents later, killed and wounded twenty-seven of them. The enemy mounted in haste and retreated up the hillside, this vessel continuing the fire on them, apparently with good effect for an hour, at the end of which time they had reached the back of a ridge over five thousand yards distant. About ten minutes after the Eagle commenced this action the Yankton, which was then passing, bound south, was signaled the cause of the action, and immediately joined the Eagle and did some excellent firing at the enemy. Shortly after the Eagle ceased firing the U. S. S. Dixie, Commander C. H. Davis, appeared on the scene. Upon receiving a verbal

report of the engagement, Commander Davis directed the Eagle to proceed to the Cuban camp of Colonel Rodriguez, thirteen miles west of Cienfuegos, and land the Cubans at that point.

Shortly after the Eagle started off in obedience to this order the Dixie opened fire with her main battery guns, apparently at the same troops previously engaged by the Eagle.

After landing the Cuban officer and privates at the camp of Colonel Rodriguez, the Eagle proceeded to the Isle of Pines, arriving early the following morning; and from June 30 until the cessation of hostilities was engaged in maintaining an effective blockade from the southern point of the Isle of Pines to Cape Francis, a distance in a straight line of sixty-five nautical miles, coaling ship at Key West whenever the necessity arose.

During this interval of six weeks the principal results of the Eagle's presence were as follows:

1. Nineteen vessels were overhauled and boarded, sixteen of which were allowed to proceed and three taken possession of as lawful prizes.

2. At daybreak on the morning of July 3, while near Pepe Head, smoke was sighted to the southward. The Eagle chased and got within about five miles of a four-masted double-smoke-pipe steamer, which answered to the description of the Alfonso XII. As soon as the Eagle was made out the steamer ran away. For nearly an hour the Eagle gained slightly, after which the steamer gradually drew ahead. The chase was kept up for a distance of fifty-nine nautical miles in the direction of Cape San Antonio, when the Alfonso XII was lost sight of. This vessel was run ashore by the U. S. S. Hawk off Mariel forty-eight hours later.

3. During the morning of July 5 a schooner was sighted off the southern end of the Isle of Pines, and was chased close in shore, where she was deserted by her crew. When boarded she proved to be the Spanish schooner Gallito, and was seized as a prize. The boarding party, with Ensign Roys in command, was fired on from shore, but the attacking party was quickly dispersed by a few well-aimed shots from the Eagle's six-pounders.

4. Shortly before noon on July 12 a large steamer was sighted off Cape Francis in the act of chasing three prizes of the U. S. S. Dixie—the British schooner Three Bells and two sloops. The Eagle started full speed in chase, it being supposed that the enemy's vessel was the Spanish armed steamer Montevideo, for which the Eagle was then on the lookout in accordance with information contained in a telegram from the Secretary of the Navy to the Commandant of the Naval Base at Key West. As soon as the Eagle appeared in sight this steamer gave up the chase of the Dixie's prizes and ran for the N. W. part of the bight between the Isle of Pines and Cape Francis, the Eagle chasing and heading to cut her off. In about an hour's time the steamer ran aground on a shoal off Piedras Point. From reliable information received a few weeks later it was learned that she was bound to La Colima, and was only a few hundred yards from a good channel when she struck.

A small white side-wheel steamer which had been lying close in shore ran out to and alongside

the steamer at once, but left in less than half an hour when the Eagle, which had run into very shoal water over an uneven bottom, dropped anchor and opened fire on the steamer at a distance of about two thousand yards. According to the chart, the Eagle should then have been hard and fast aground, the hydrography in this locality on the chart being entirely inaccurate. Just before opening fire, the river steamer left and steamed about to the northward, and as soon as fire was opened started for the channel inside the San Filipe Cays, followed by an occasional shot from this vessel. It was observed that two large guns were mounted forward on the steamer, and as our fire was not answered from these a volunteer armed boat's crew, with the executive officer, Ensign Symington, in charge, was sent ahead to board the steamer, if it was found safe to do so, and to take possession of her as a prize. At the same time the anchor was lifted and the Eagle felt her way slowly in toward the steamer with a boat's crew, in charge of Ensign Craven, ahead to sound out a channel. When within six

hundred yards of the steamer the armored boat's crew was seen to board without opposition. The Eagle's anchor was then dropped and a second boat's crew sent to aid the first.

It was then discovered that the vessel was the Spanish armed steamer Santo Domingo, with two 4.72-inch breech-loading Hontoria rifles, protected by shields, mounted forward, and that she was simply packed with live stock, provisions, clothing and other supplies, and that she had two twelve-inch breech-loading rifles secured in her hold.

All fires in her furnaces were going full blast, with steam blowing off at 170 pounds and no water showing in her gauges. Fires were immediately hauled by the prize crew. Lunch had been served and only half eaten when the four officers, crew of seventy-eight men and the sixty-six male passengers deserted her and left in the river steamer above referred to. They fled in such haste that few private effects were taken and none of the cargo was disturbed. Her two 4.72-inch guns were loaded ready for firing, and her

magazine was open. Had these guns been used she could have given the Eagle a very warm reception.

The fire from the Eagle's six-pounders was very destructive, many shells striking and exploding above and below the water line and doing great damage. An inventory of the vessel and cargo estimated her value at nearly nine hundred thousand dollars ($900,000). Every effort was made to get the 4.72-inch guns, but, after several hours' work, it was found impossible to move them. Their breech blocks were removed and the guns rendered unserviceable, as it was found impossible to get the vessel off, as there was a distinct possibility of an attempt at recapture (the smoke from each of three vessels being visible in the direction of Batabano). As there were no other United States vessels within a distance of two hundred miles to help get the prize off, as several Spanish gunboats were known to be in the vicinity and garrisons of Spanish soldiers at the various towns along this coast, and as it was not certain that the Eagle could be safely

manoeuvered at night in the neighboring waters, it was decided to burn the prize. She was set on fire at sundown and completely destroyed. From reliable information received later, it was learned that a small Spanish gunboat was a witness to the destruction of the Santo Domingo from a near-by cove. A visit to this vessel several days later showed that the twelve-inch guns could be saved with the proper wrecking appliances, and that the 4.72-inch guns could be saved and made of use to the service.

5. The U. S. S. Nashville arrived off the Isle of Pines on July 14 for the purpose of determining whether a sub-base could be established in Siguanea Bay or not.

On the 16th the Eagle ran into Siguanea Bay, on a line previously sounded out by the Nashville's steam launch, and found a least depth of sixteen feet of water. On the 17th the Nashville left for Key West.

6. During the forenoon of July 24 the Eagle chased and captured the Spanish schooner Dolores, laden principally with grain, and sent her to Key West for adjudication.

7. On July 26 communication was opened with an insurgent camp on Mangle Point, which was under the command of a Cuban lieutenant. Much valuable information was obtained, and it was learned that, excepting the Alfonso XII and the Santo Domingo, no vessel had attempted to run the blockade since the Eagle had first appeared in these waters. Arrangements were made for a pilot and for future means of communication.

The U. S. S. Bancroft arrived on the Isle of Pines blockade on July 28, followed by the U. S. S. Maple the day after.

For four weeks prior to the arrival of the Bancroft the Eagle had blockaded this entire section of the coast so effectively that, according to information received from insurgents and other people on shore, no vessel had succeeded in running the blockade, notwithstanding the fact that two of the enemy's gunboats were in hiding places in the vicinity all the time.

From this time until the night of August 13, when the news of the signing of the protocol

was received from the U. S. S. Helena, the Eagle was the junior vessel on the station, and was employed in blockading duty in and between Cortes and Siguanea Bays.

When the news of the signing of the protocol was received the Eagle was on her way from Siguanea Bay to Cortes Bay to inform the senior officer present that, from information sought for and obtained while in Siguanea Bay, the immediate capture of the Isle of Pines, without loss of life, was assured.

August 16 the blockading vessels off the Isle of Pines received orders to leave.

The Eagle reached Key West August 18, and, leaving there the same night, arrived off Hampton Roads three days later.

During the four months and five days since leaving the New York Navy Yard, the Eagle had covered a distance of 13,605 miles.

During this interval the health of the ship's company was excellent, notwithstanding the fact that the men did not have their hammocks at sea, but always slept under cover on deck, near their guns.

Captain, Officers and Crew U. S. S. Eagle during Spanish-American War.

Lieut. W. H. H. SOUTHERLAND, Commanding Officer.

OFFICERS.

Ensign POWERS SYMINGTON,	Executive Officer.
Ensign T. T. CRAVEN,	Navigator.
Ensign J. H. ROYS,	Senior Watch Officer.
Naval Cadet T. B. DUNGAN,	Watch Officer.
Naval Cadet C. B. HATCH,	Watch Officer.
Naval Cadet A. C. HOWARD,	Watch Officer.
Asst. Surgeon G. F. FREEMAN,	Medical Officer.
Asst. Engineer M. L. COOKE,	Chief Engineer.

CREW.

Briggs, Henry Jay,	C. M. at A.	Lindquist, Anders Wiktor,	O. S.
Renner, John,	C. B. M.	Collins, Thomas,	O. S.
Comerford, Lawrence,	C. G. M.	Conrad, William Joseph,	O. S.
Bray, William,	C. Q. M.	Hood, James,	O. S.
Rusk, Olando Lee,	C. Mch.	O'Hara, John,	O. S.
Larsen, Edward,	C. C. M.	Hirsch, David,	O. S.
Downs, Harry Edmond,	Apoth.	Rasmussen, Peter Alnis,	O. S.
Hall, Patrick,	Q. M. 1 Cl.	Starr, Henry,	O. S.
Atley, John,	Q. M. 1 Cl.	Shaffer, William Edgar,	O. S.
Higgenhaugen, Bergen,	Mch. 1 Cl.	Miller, G. H.,	Appr. 2 Cl.
Dailey, Dennis,	Blacksmith.	Johnson, J. P.,	Appr. 2 Cl.
Ellsworth, John Lawrence,	B.M. 2 Cl.	Snow, Frederick,	F. 2 Cl.
Keating, J. E.,	G. M. 2 Cl.	Conroy, J.,	F. 2 Cl.
McQuay, Samuel Cury,	G. C. 2 Cl.	Mayott, Claude,	F. 2 Cl.
Stewart, William,	Elec. 2 Cl.	Ryan, Frank,	F. 2 Cl.
Ebert, Rudolph,	Mch. 2 Cl.	Porter, George Barth,	F. 2 Cl.
Jakobson, Karl Creceus,	Mch. 2 Cl.	Cassidy, Thomas,	F. 2 Cl.
Barrett, Arthur Albert,	Mch. 2 Cl.	Sweeney, Thomas Patrick,	Lds.
Lindquist, Oscar,	Mch. 2 Cl.	Shepherd, James Earle,	Lds.
Stranahan, Harry Parkman,	Yeo. 2 Cl.	Prachtel, George William,	Lds.
Smith, Charles,	Cox.	Spencer, Thomas,	Lds.
Monroe, Neil,	Cox.	Holt, Michael,	Lds.
Johanson, Henrik,	Sea.	Lane, Albert Malcolm,	Lds.
Gregory, William,	Sea.	Horn, Otto,	Lds.
Griffin, Charles,	Sea.	Thomas, Charles,	Lds.
Johansen, Oluf,	Sea.	Lewis, Frederick,	Lds.
Leclaire, Edmond,	Sea.	Kellogg, Chauncey Joseph,	Lds.
Cronin, Jeremiah,	Sea.	Barr, William Alphonse,	Bayman.
Lake, Thomas,	Sea.	Barr, A. E.,	C. P.
Black, John,	Sea.	Davis, George,	Cabin Cook.
Betts, A. G.,	Sea.	Bauer, John Paul,	W. R. Steward.
Powers, James William,	F. 1 Cl.	O'Hagan, Edward,	S. C. 3 Cl.
Upham, Prentiss,	O. S.	Anderson, William Henry,	Mess Att.

Bythewood, Joseph, Mess Att.

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